



2005

# ADVISOR

## Roundabout coming to SR 206 intersection



Looking to the east at the intersection of SR 206 and Bruce Road. SR 206 runs from the foreground to the top of the photo.

In an effort to reduce collisions and improve safety, the Washington State Department of Transportation will construct a “Roundabout” at the SR 206/Bruce Road intersection near Spokane in 2005. Construction will be underway and complete in 2005. Motorists will then be able to move through the intersection without stopping, provided that they yield to vehicles already in the facility. This improvement allows motorists to move more safely and efficiently through this intersection.

Although the existing intersection meets all applicable standards and has at least one half mile of visibility in all directions, there have been a number of collisions at this intersection. WSDOT chose a roundabout for this location in an attempt to improve the intersection’s safety record by reducing the number and severity of collisions. An average of 3,500 vehicles travel through this portion of SR 206 each day with traffic on Bruce Road averaging about 6,700. The current posted speed limit on SR 206 near this intersection is 50 miles-per-hour and the speed on Bruce Road is 45 mph. This will be the second time WSDOT has built a roundabout on a rural highway with high speed limits. A similar facility on State Route 203, just east of Redmond near Duvall, opened in September. That particular location has double the traffic volume as the SR 206 intersection. In the Eastern Region, the WSDOT, working with the City of Colville, has con-

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## 2005 Legislature passes new transportation revenue package

Another Washington State Legislative session is in the history books and it’s time to take a look and see what the end results are for the WSDOT Eastern Region.

In 2005, the Legislature acknowledged that there were still some very large needs in the state transportation infrastructure and that new funding was needed. It was determined that the only way to get new projects off the drawing board and under construction was to get new funding for those project. The Legislature settled on an \$8 billion package, raising the gas tax by 9 ½¢ in four steps, starting with 3¢ on July 1, 2005, another 3¢ a year later then a two cent bump in 2007 and the final 1 ½ ¢ increase in 2008. Along with that were weight fee increases on trucks and cars that average about \$10 for a basic sedan up to \$30 for a large pick up truck.

With the majority of the population and huge transportation needs, the Puget Sound region received a substantial share of the proceeds from the new budget. Projects such as the Alaskan Way Viaduct and the Evergreen Point Floating Bridge-accounting for about \$4 billion or half of the new revenue. Snoqualmie Pass improvements and widening of US 12 were also included.

In the seven-county, northeast Washington area, the North Spokane Corridor project and additional lanes on Interstate 90 in the Spokane Valley were the top priorities going into the session by a few of the area Legislators. Local leaders

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## Earthwork project next in line for NSC construction



Looking east from Perry Street before construction

Bids on the NSC/Gerlach to Wandermere project were opened on January 27, 2005. This project is the second of six jobs for the US 395/North Spokane Corridor freeway project, funded by the Nickel Gas Tax, enacted in 2003. This is a large earthwork project that will construct the basic freeway configuration from the vicinity of US 2, north to the existing US 395 facility at Wandermere, and from Hawthorne Road south to Fairview Road. Work began on April 11th. When each of the six projects are complete, a drivable link will be available to motorists between Wandermere and Francis Avenue.

The primary focus of this job is grading for the new freeway alignment. Specifically, the contractor will be removing material from a section of the new highway then use it as fill for a raised portion between Gerlach Road and Fairview Road.

Large excavation equipment will be used to remove the material. It will then be placed in special dump trucks for the two-mile trip to the fill location. These dump trucks will carry over 100,000 pounds of material, about 35 cubic



Artist rendition. Paving work is not included in this project. It will be done in a later contract.

yards, each trip. It will take over 50,000 truck trips to move nearly 2 million cubic yards of material. In comparison, if all the dirt moved in this project were piled up on a football field, it would be 937 feet tall.

Another major change that motorists will notice is the construction of a temporary US 2 detour near Farwell Road. This short detour will take all four lanes of US 2 traffic slightly to the east and will be built up a little higher to allow for the construction of a temporary bridge for US 2 traffic over the hauling road. The temporary bridge will avoid having frequent truck crossings disrupt Newport Highway traffic. When the work is completed, the basic freeway footprint from the vicinity of Gerlach Road to Wandermere will be visible. Of course, it will not have surfacing, or bridges at the interchanges. Those components will be constructed in upcoming contracts.

KLB Construction of Lynnwood, WA, is the prime contractor on this work with a construction bid of \$9.98 million. The job is expected to take two construction seasons, wrapping up in Spring 2006.

## IT'S YOUR NICKEL. WATCH IT WORK.

### SR 31 improvement project underway

Work began on November 22, 2004 on the SR 31/Metaline Falls to Canada project. This 12.5-mile project will rebuild this section of highway to "all-weather" standards. These all-weather standards will enable full, legally loaded trucks to travel on this section of highway all year long.

The first item of work was clearing trees that were adjacent to the highway. This work was ongoing over the winter when weather permitted. Highway construction work will get underway on May 9th. The reconstruction of the highway should be complete by the Fall of 2006.

Currently, heavy truck traffic damages the roadway surface during spring thaw conditions, forcing seasonal weight restrictions and limiting freight movements. The reconstruction of the highway will provide a stable base and driving surface that will support traffic without restrictions in the weather conditions experienced in this area.

Deatley Construction of Clarkston, Washington is the prime contractor on this \$15.9 million project. Funding for this project came from the 2003 Legislative "Nickel" package.

### More freeway paving underway west of Spokane this season

Resurfacing work was again underway on Interstate 90 west of Spokane. This year the section from the Spokane/Lincoln County line to Salnave Road is being redone.

As in past years, the primary purpose of this project is to resurface the roadway to eliminate studded tire ruts and general pavement wear and tear. In addition, whenever a section of interstate freeway is resurfaced, the highway must be brought up to the latest safety standards for slopes and obstructions within the median and shoulder "clear zone."

To meet these standards, the project will include reshaping portions of the median and shoulder areas, removing low lying rock formations and taking out some of the trees that are too close to the travel lanes.

Not only are these trees a potential collision hazard, but in many areas they shade the roadway during winter months creating icy conditions. The project will be completed this summer.



Trees shade this section of I-90 near Salnave Road in this late afternoon photo taken on December 27th. Combined with cold pavement temperatures and moisture, this can create pockets of unexpected icy conditions.



# Interstate 90 construction in the Eastern Region-a three decade job

For most eastern Washington residents and travelers, Interstate 90 is just a convenient route to get from one place to another. However, it took decades for the major east/west thoroughfare to be transformed from old U.S. 10 to the superhighway that drivers travel on today.

The highway was built in segments, based on the available funding.

Prior to the construction of I-90, east/west highway traffic was routed along Appleway Road, Sprague Avenue, the Second and Third Avenue Couplet, and Sunset Blvd. Dozens of traffic lights, railroad crossings, and intersecting streets dotted the route.

Planning and design for a new freeway through Spokane began in the very early 1950's, but not without controversy. The proposed route for the freeway bisected the existing neighborhood between Second and Third Avenue, cut through the second largest park in the city and passed directly in front of a high school and a hospital. Alternatives were few, given the topography and the proximity of the central business district and existing railroad corridor.

Decisions were made, and major construction of the Spokane freeway got underway in the East Central portion of the city in about 1955. The land was purchased, residents and businesses relocated, and the first section was built, opening in 1958. Traffic now flowed from the Second and Third Avenue Couplet onto the new concrete freeway at Helena Street all the way to Sprague Avenue, where it rejoined the surface street traffic. Interestingly, today's freeway surface in that section is the original concrete pavement that was in use on opening day. Although well worn, and scarred by studded tires, it still serves over 100,000 vehicles per day.

The Federal Highway Act of 1956 formally created the Interstate Highway System. Construction continued with segments underway to the east of Spokane in the mostly agricultural Spokane Valley. Sections from Sprague Avenue to Pines Road, Sullivan Road, and Greenacres opened in about 1960. The final link, from Greenacres to the Idaho border was completed circa 1965.

In 1960, the first major section of the freeway west of Spokane began to



Aerial photo of the Pines Road Interchange under construction in 1955. The Kaiser Trentwood rolling mill and the Spokane Industrial Park are in the upper left corner.

take shape, the Latah Creek bridge. This structure spanned the canyon adjacent to the existing "High Bridge" that carried the U.S. 2 and U.S. 10 traffic. During the same period work was also underway on the Sunset Hill portion of I-90 that would climb out of the city. This section, from downtown to the top of the grade, as well as the new highway from the top of the grade to the Fishtrap area opened to traffic in 1965.

Freeway construction continued in the 1960's and 1970's with the multi-lane roadway pushing to the west. A portion from Tokio to Ritzville opened in 1960 and the ribbon was cut on the piece from Fishtrap to the Tokio vicinity in about 1969. The portion from Ritzville to the Grant County Line was opened in 1973.

Back in Spokane, the action was in the downtown core with the construction of the Interstate 90 overhead viaduct and the adjacent rock cut. This work would make the final connection between Liberty Park and Latah Creek and complete the main freeway through Spokane County. For several years, all the traffic had been winding its way off of the highway, onto Maple and Walnut Street, then along Second and Third Avenues while the most complex portion of the Interstate was under con-

struction. The viaduct was constructed between Third and Fourth Avenues with Interchanges at Maple/Ash/Walnut, Monroe/Lincoln, and Division Streets opening in 1969.

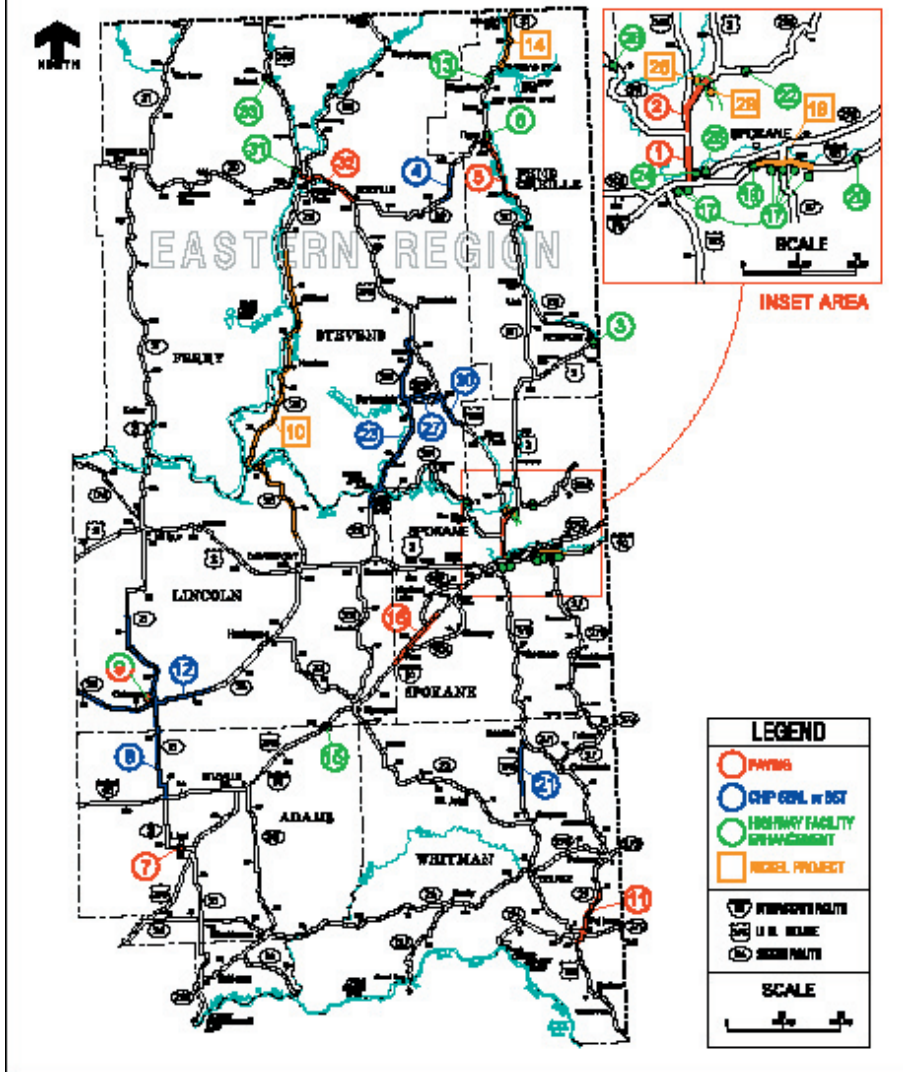
The last piece of the Spokane puzzle was the connection to Hamilton Street. The James Keefe Bridge was constructed across the Spokane River to connect to Hamilton Street near Gonzaga University. The bridge opened in 1984.

With that component finished, Interstate 90 was complete between the Grant County Line and the Idaho border in what is now known as the WSDOT Eastern Region. The work was done over a period of 30 years in a series of 95 contracts. The total cost was just over \$68 million for just the construction work. Of course, a major expense was also purchasing the land for the highway and the extensive design work required.

Interstate 90 is the longest continuous freeway route in the U.S., stretching 3,020 miles from downtown Seattle to downtown Boston.

(Note: This article covers the section of I-90 from the Grant County line near Warden (Milepost 192) to the Idaho border (Milepost 299)

# 2005 CONSTRUCTION



The listed projects are either under construction or are scheduled to start work during 2005. Some projects may not be completed during the 2005 construction season. Project numbers correspond to the map. (MP-Denotes highway milepost location)

1. [US 2/Spokane River to Euclid Avenue](#)- Resurfacing of Division Street and Ruby Street couplet in Spokane. The existing pavement will be ground down and repaved with a hot mix asphalt overlay. (MP 287-289)

2. [US 2/Houston Avenue to Center Road](#)- Resurfacing of Division Street and the "Newport Highway" in north Spokane. The project involves grinding out and replacing the top layer of asphalt pavement. (MP 291-296)

3. [US 2/Newport Right-Turn Lane](#)- Reconfigure the right turn lane at the intersection of Union Street and Walnut Street within the City of Newport. The project improves the intersection for turning trucks. (MP 334)

4. [SR 20/Spruce Canyon Road to Mill Road](#)- Extend the service life of the existing pavement by applying a Bituminous Surface Treatment (chip seal) to the roadway. Located east of the City of Colville in Stevens County. (MP 372-379)

5. [SR 20/Tiger to Ruby Mountain](#)- This job, south of Ione in Pend Oreille County, consists of resurfacing the roadway with asphalt pavement. (MP 390-404)

6. [SR 20/Tiger Store Site](#)- A project at Tiger Junction will pave the existing gravel parking area, add landscaping, and install a Kiosk for the North Pend Oreille Scenic Byway. This is a Pend Oreille County administered project with WSDOT participation. (MP 390)

7. [SR 21/Lind Paving](#)- Consists of asphalt paving within the Town of Lind in a partnership with the community. Located in Adams County. (MP 26)

8. [SR 21/Interstate 90 to Canniwai Creek](#)- Extends the service life of the existing pavement by applying a Bituminous Surface Treatment (chip seal) to the roadway. Located in Adams and Lincoln counties. (MP 38-74)

9. [SR 21/City of Odessa Alder Street Realignment and Paving](#)-Realign a portion of SR 21, eliminating two 90-degree corners. Resurface the roadway. A partnership project with the City of Odessa. (MP 55)

10. [SR 25 & 231/ Guardrail and Eastern Region Safety Improvements](#)-Install new guardrail in various locations to replace the substandard concrete post system currently in place. This job is a "Nickel" funded project. Continued from 2004. (MP 5-66)

11. [SR 27/US 195 to Palouse-Albion Road](#)- Consists of grinding out and resurfacing the roadway with hot mix asphalt and some concrete repair. A portion of this project is on Grand Avenue in the City of Pullman. (MP 0-9)

12. [SR 28/Grant County Line to Lamona](#)- Extends the service life of the existing pavement by applying a Bituminous Surface Treatment (chip seal) to the roadway. Located in Lincoln County. (MP 79-103)

13. [SR 31/Sweet Creek Rest Area](#)- Construct a small rest area just north of Selkirk High School. Includes new building, parking lot paving, and interpretive trails as part of the North Pend Oreille Scenic Byway. A Pend Oreille County project with WSDOT participation. (MP 11)



14. [SR 31/Metaline Falls to International Border](#)- Reconstruct the highway to accommodate all weather operations of legal loads. This will eliminate seasonal weight restrictions. Located in Pend Oreille County. (MP 14-27)
15. [Interstate 90/Sprague Lake Rest Area RV Water System](#)- This project at the Eastbound Rest Area consists of providing a potable water source adjacent to the RV dump station. Located in Lincoln County. (MP 241)
16. [Interstate 90/Lincoln County Line to Salnave Road](#)- Consists of grinding out a layer of roadway and resurfacing with hot mix asphalt pavement. Additional work includes removal of obstructions adjacent to the roadway and in the median in accordance with federal safety standards. (MP 255-265)
17. [I-90/US 195 to Pines Road ITS \(Intelligent Transportation Systems\)](#)- Installation of 6 new live video traffic cameras along Interstate 90. Located along the freeway at these locations: US 195 Interchange, Jefferson Street, University Rd., Pines Rd., Evergreen Rd., and Sullivan Rd. Funded by federal funds through the Spokane Regional Transportation Council. Located from downtown Spokane through the Spokane Valley (MP 280-291)
18. [I-90/Argonne to Sullivan](#)-Construction of an additional through lane in each direction and replace asphalt pavement with Concrete Pavement. Expansion of the freeway will increase capacity and facilitate more efficient mobility. This is a “Nickel” funded project with two projects (Argonne to Pines and Pines to Sullivan) in one contract. Continued from 2004. (MP 287-292)
19. [Interstate 90/Argonne Road Interchange Electrical System](#)- Replace existing traffic signal system and associated electrical components. (MP 287)
20. [Interstate 90/Harvard Rd. Interchange shared Use Path](#)-Construct a pedestrian crossing over I-90 to connect the Liberty Lake trail system to the Centennial Trail. This is a City of Liberty Lake project administered by WSDOT. (MP 296)
21. [US 195/Bridge 195/038 to the Vicinity of SR 271](#)- Apply a Bituminous Surface Treatment (chip seal) to the existing shoulders. The work will extend the service life of the asphalt shoulders along this section of concrete-surfaced highway. Located from just north of Cashup Flats to the SR 271 intersection south of Rosalia in Whitman County. (MP 53-62)
22. [SR 206/Bruce Road Intersection Roundabout](#)- Project consists of replacing the existing 2-way stop with a “roundabout” and expand the existing illumination. A roundabout is a circular intersection where all traffic flows counterclockwise around a center island. This is an effort to reduce the number and severity of collisions and improve traffic flow. Located north of Spokane, two miles east of US 2. (MP 2.3)
23. [SR 231/Fisher Road to US 395](#)- Extends the service life of the existing pavement by applying a Bituminous Surface Treatment (chip seal) to the roadway. Located in Lincoln and Stevens counties from north of Reardan to the vicinity of Chewelah. (MP 40-75)
24. [SR 290/Trent Avenue Bridge 290/4 Replacement](#)-Replace Bridge Structure across the Spokane River. Located just east of downtown Spokane. (MP 0.5). Open to traffic, however some minor cosmetic items remain. Cont. from 2004.
25. [SR 290/Helena Street Turn Lanes](#)-Add left turn lanes at this intersection in east Spokane to reduce the number of collisions and their severity. (MP 1.1)
26. [SR 291/Nine Mile Road Safety Improvements](#)- This project is in preparation for the relocation of the SR 291/Rutter Parkway intersection near Nine Mile. An alternate route between Suncrest and Deer Park is being prepared to enable residents to avoid lengthy construction delays in 2006. A 2.72-mile section of three county roads; McKenzie/Woolard, Spotted, and Ridgeway, will be chip sealed.
27. [SR 292/Springdale to US 395](#)- Extends the service life of the existing pavement by applying a Bituminous Surface Treatment (chip seal) to the roadway. Located in Stevens County between SR 231 and Loon Lake. (MP 0-6)
28. [US 395/North Spokane Corridor-Gerlach to Wandermere Grading](#)- Contract consists of earthwork for the new freeway facility. The work will form the basic roadway configuration from the vicinity of US 2 north to US 395 at Wandermere and from Hawthorne Road south to Fairview Road. Included in this contract is utility relocation for power and gas lines.
29. [US 395/North Spokane Corridor-Farwell Road Lowering and Bridge Construction](#)-Contract involves the construction of a detour on Farwell Road between US 2 and Wilson Road to facilitate lowering the existing roadway grade and accommodate construction of four new freeway bridges. Work also includes drainage facilities, utility relocation, and retaining wall construction. This contract is a component of the North Spokane Corridor/Francis to Farwell “Nickel” project. Continued from 2004.
30. [US 395/Spokane County Line to Loon Lake](#)- Extends the service life of the existing pavement by applying a Bituminous Surface Treatment (chip seal) to the roadway. Located in Stevens County from just north of Deer Park to the SR 292 intersection. (MP 183-190)
31. [US 395/Columbia River Bridge](#)- Install Thrie-Beam guardrail to upgrade the bridge rail system on this bridge north of Kettle Falls. This project will enhance safety on this ¼-mile long structure. (MP 241)
32. [US 395/Colville to Columbia River](#)- Project in Stevens County consists of resurfacing the roadway with hot mix asphalt pavement. (MP 230-241)
33. [US 395/Orient Right Turn Lane](#)-Add a right turn lane at Main Street in the community of Orient to enhance safety. (MP 260)

Project numbers on the map correspond with the list. See the map legend for project title colors. For weekly construction activity and updates to these projects, see our web site at: <http://www.wsdot.wa.gov/regions/eastern/Construction2005>

## Eastern Region camera network is growing



More camera locations on Interstate 90 and other Region highways can mean safer driving for area motorists. A new construction project will add six new live video camera images on the freeway in the Spokane area. These new video cameras and locations add to the network that can be observed by operators at the Spokane Regional Transportation Management Center. Operators can then use variable message signs to alert motorists or dispatch Incident Response personnel to trouble spots.

These new live video traffic cameras will be located along the freeway at the US 195 Interchange, Jefferson Street, University Rd., Pines Rd., Evergreen Rd., and Sullivan Rd. Some of these locations currently have internet-only images and will be converted over to full video, as well as being available to internet viewers.

Outside of Spokane, two new traffic camera locations are now available for viewing on the Internet. The new images are located on U.S 195—one near Spangle just south of Spokane, and the other close to Uniontown just south of Pullman.

The images can be accessed at the following address on the Internet: <http://www.wsdot.wa.gov/regions/Eastern> and clicking on the camera name in the list on the left side of the page. The new cameras are co-located with remote weather stations. The cameras and weather stations are primarily used by WSDOT maintenance crews in their snow and ice control efforts, however they are also an excellent resource for motorists planning their travels.

There are now 32 camera locations in the seven-county WSDOT Eastern Region.

## SR 206/Bruce Road Roundabout (from page 1)

structed a roundabout on US 395 in that Stevens County city.

Roundabouts funnel traffic from several directions, in and out of a doughnut-shaped intersection with no traffic lights. A roundabout accommodates intersections with a high volume of left turns better than a multi-phased traffic signal. Statistics show fewer accidents happen at intersections with roundabouts when compared to those with traditional traffic signals. In addition to reducing congestion and increasing safety, roundabouts eliminate maintenance costs associated with traffic signals, which can amount to about \$3,000 per year, per intersection. The design of the SR 206 roundabout will have one lane of circulating traffic. Motorists on SR 206 or Bruce Road will enter the roundabout when the path is clear, travel in the counterclockwise rotation around the center island, and exit to one of the three other legs. The roundabout will also be able to accommodate larger vehicles such as busses, trucks, semi tractor/trailer combinations, and farm equipment.

Roundabouts are used extensively throughout the United States and Europe to reduce vehicle crashes, traffic delays, fuel consumption, air pollution and construction costs. They have been used successfully to control traffic speeds in residential areas and are accepted as one of the safest types of intersection design. Roundabouts have been shown to reduce fatal and injury crashes as much as 76 percent in the United States. Research also suggests that roundabouts are safer than signalized intersections for pedestrians. A study by Ryerson Polytechnic and the University of Maine shows that installing roundabouts result in a 39% decrease in crashes, a 76% decrease in injury accidents and a 90% drop in fatal or incapacitating

injuries.

The WSDOT developed an internet page for the project to introduce the concept to area residents. Design concepts and on-line videos on how to use a roundabout and how large vehicles handle these facilities are available. Go to <http://www.wsdot.wa.gov/Projects/SR206BruceRoadRoundabout>.

The Department will advertise for construction bids in Spring 2005 with construction underway shortly thereafter.

### *How To Drive a Roundabout*

- As a driver approaches a roundabout, there will be a YIELD sign. The driver should slow down, watch for vehicles, pedestrians and bicyclists and be prepared to stop if necessary.
- When a driver enters, he/she yields to circulating traffic on the left, but does not stop if the way is clear.
- The roundabout will have ONE WAY signs mounted in the center island. They help guide traffic and indicate that the driver must stay to the right of the center island.
- When approaching the desired exit leg, the driver should turn on his/her right turn signal and watch for pedestrians and bicyclists as he/she exits.
- Left turns are completed by traveling around the central island.



## Pullman to Idaho widening project still on track



Tight budgetary restraints coupled with soil conditions and construction issues are some of the reasons behind changes in the design of the SR

270/Pullman to Idaho State Line highway project. The expansion of State Route 270 to a four-lane facility with construction still on track for Spring 2006. Changes include the median design and the alignment of the roadway.

The original design was a rural multi-lane, divided highway with two travel lanes in each direction, separated by a median. Access to the adjacent properties was envisioned to be via a network of frontage roads along the highway with a limited number of direct approaches. As the project has progressed, the Department determined that the potential for increased commercial development along this corridor in accordance with the Whitman County Comprehensive Plan indicates a highway design more suitable for an urban environment.

As the primary goals of the project are additional capacity and safety, the Department has concluded that a four-lane highway with a center lane for separation and turning along the existing alignment would be appropriate for this commercially-zoned corridor. The center lane will be 14 feet wide with continuous rumble strips on each edge. The travel lanes will be a standard 12-foot wide and the shoulder width will be eight feet. This type of configuration allows for future increases in traffic volume, the passing of slower vehicles, a recovery zone for errant vehicles, and a safe refuge for left-turning vehicles as they access driveways and county roads along the route.

This configuration, commonly known as a "five-lane" highway will greatly reduce the need for the frontage road network.

These adjustments will reduce construction costs, along with some of the right-of-way needs, and allow the Department to stay within budgeted funds for the project.

It is now projected that the job will be advertised for construction bids in Fall 2005, with construction underway in 2006 and completion in late 2007.

## Snow and Ice control a big part of WSDOT duties

Each winter, crews from the Washington State Department of Transportation, Eastern Region take on the challenge of keeping traffic moving during winter road conditions. About 200 crew members working two shifts, seven days per week are assigned to the 1,600 miles of state highways in the seven northeastern counties in the state, including Washington's highest mountain pass-Sherman Pass at 5,575 feet above sea level. The Region snow and ice control cost is about \$11.4 million for the two-year budget cycle.

Although 2005 turned out to be warmer and drier than average, the usual Eastern Washington winter season is typified by periodic snowfall events and freezing

temperatures This drives the WSDOT approach of more extensive anti-icing and more snow removal when needed. The winter maintenance program, with labor, equipment, and materials, is sized for the movement and safety of traffic under average winter conditions.

Snow and ice control crews and equipment are based at 20 locations throughout the region. The crews use 94 snowplows, most of which include a truck-mounted road sander as their primary tool. The Region also operates 23 liquid anti-ice chemical trucks. Maintenance teams are normally on duty from around 4:00 a.m. to midnight or later. The exact hours of each shift varies slightly at different locations.

WSDOT maintenance personnel use a variety of treatments for snow and ice at different times in different places based on several road condition goals for each section. The goals have been set in order for the Department to allocate staff, equipment, materials, and financial resources in the most efficient and cost-effective manner possible.

The highways are assigned appropriate service levels based on traffic volumes, ranging from level one to level four. The

service levels are the expected condition after the treatments are completed and, of course, when the storm event is over. On a Level One roadway the Department attempts to make the roadway bare and wet as soon as possible. Level Two roadways may have snow and ice buildup at times. Level Three roadways can have a snow and ice buildup on a regular basis and level four sections are often covered with compact snow. Each service

level has a corresponding roadway treatment action using liquid anti-ice chemicals, solid chemical treatment, plows, or sand.



US 2 in Reardan, May, 2002

Motorists can see the exact highway level of service on the Internet at: <http://www.wsdot.wa.gov/regions/eastern/snowandicecontrol.cfm>

The WSDOT program is based on history and the expected average conditions of winter for eastern Washington. Therefore, when the rare, extremely severe winter weather occurs, it takes a while for the Department to reach the designated level.

Liquid and solid chemicals plus sand are important tools in snow and ice control. Along with snowplows, the WSDOT uses sand and chemicals as part of the total snow and ice control program. In past years, the primary winter traction aid used on state highways was sand. Now, liquid chemicals have become an important component in the snow and ice control program. In addition, rock salt and salt brine have returned as tools for highway maintenance crews. All of these products have advantages and disadvantages, but the safety aspect of these chemicals in addressing roadway conditions cannot be overlooked.

## I-90 widening in full swing this summer

New westbound lanes will be built



The Interstate 90/Build Lanes from Argonne to Sullivan project reached its “halfway” point on October 24, 2004 with completion of most of the new concrete surface for the eastbound lanes. At that time, eastbound traffic was moved over onto the new freeway surface for the winter. All traffic had been operating in a temporary configuration with all four lanes combined onto the existing westbound side while the eastbound section was totally rebuilt.

In March 2005, the construction configuration was “swapped” with the westbound traffic moved over onto the new eastbound concrete surface to enable the final reconstruction process for the new concrete lanes for westbound traffic. Major work should be complete by November 1, 2005.

This five-mile section of Interstate 90 is being fully reconstructed with an additional lane in each direction and a Portland Cement Concrete Pavement surface. The 12 inch concrete is poured over an asphalt pavement base. The underlying asphalt layer adds stability for the concrete and also assists in the paving process by providing a level platform for the paving equipment.

Scarsella Brothers Construction is the prime contractor of this \$34 million project.

## North Spokane Corridor bridge work continues

When spring-time weather permits, crews from the Max J. Kuney Company of Spokane will continue work on the US 395/North Spokane Corridor Farwell Lowering and Bridges project north of Spokane.



Remaining work includes pouring concrete for the bridge deck barrier and completing the surfacing for the new Farwell Road underneath the structures.

This project entailed lowering of Farwell Road by approximately 12 ft. in a short section located between US 2 and Market Street. Four new bridges are in the process of being constructed over Farwell Road. These bridges will carry traffic for the new North/South Freeway and provide on/off ramps to US 2 that will be built in the future. Seventeen retaining walls will also be built on this project to retain embankments for the bridges and one of the ramps.

Traffic has been detoured around the majority of the construction. This was accomplished by building a two lane detour 32 feet wide and approximately 2,700 feet long to the north of the existing Farwell Road.

Max J. Kuney is the prime contractor on this \$4,975,935 project. The job should wrap-up by mid 2005. This contract is the first of the NSC work funded under the 2003 Legislature’s “Nickel” package. The Legislature appropriated \$189 million to the NSC for a series of six North Spokane Corridor contracts.

## 2005 Budget (from page 1)

were hopeful that around \$305 million could come to the NSC and about \$70 million for Interstate 90. At the end of the session, when the negotiations were finished and the final bill written, about \$201 million was allocated to this area.

Of that, the North Spokane Corridor freeway project received \$152 million. These dollars will allow the WSDOT to purchase additional right-of-way needed for the new route and progress the design of the facility. Other projects on the list include the replacement of three bridges, one each on on SR 290, SR 195, and SR 27. Improvements at two intersections on US 2 and one on SR 902 were noted and the budget included extra dollars to complete the pedestrian trail bridge system in Liberty Lake with a bridge over the freeway on ramp.

No money was specified for more I-90 expansion projects and a needed bridge replacement on SR 31 in Pend Oreille County was also eliminated.

In non-highway projects, funds to construct the “Geiger Spur” rail connection on the West Plains and rail grade separations at Havana Street and Park Road in the Valley were in the budget.

The challenge to WSDOT is clear - continue to deliver quality projects on time and on budget that the people and business of Washington state need to keep moving. Our commitment to the people of Washington is clear - make every dollar count!

### How to contact us:

If you have questions, need further information, or have comments, please let us know.

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